

273
SECTION No. 11

Previous references

See

File No.

71
old

of 1935-06-0

Later references

Serial Nos.

p. 76 18

My re Jack

RAILWAY SECRETARIAT

SUBJECT

Construction of a Steam Tramway
from the Shingo Railway Station to
Manganese Mines at Kuusi

MODIFIED DRAFT.

34

No. 380
encl.

Mysore State Railways,
Central Office.

To,

R.C.H. Moss King Esquire, I.C.S.,
First Assistant to the Hon'ble
the Resident in Mysore.

Bangalore, dated 23rd January 1906.

Sir,

Sec I
With reference to your letter No. 6196, dated the 26th October last, to the address of the Dewan of Mysore, regarding the proposed construction of a Steam Tramway from Shimoga Railway Station to the Manganesse Mines at Kumsi - via Ayannur; I am desirous to forward herewith a rough sketch of the route of the proposed line, and to state that the tramway will be of the same description ^{is proposed to be} and worked on the same principle, and - under similar terms and agreements as those in force on the tramway line recently constructed to some Manganesse - Mines in the Central Provinces, and - which takes off from the Tharsa Station of the Bengal Nagpur Railway near Kamp-tee.

2. There is at present, no tramways

tramways regulation in Mysore; but .
steps will be taken to introduce -
one on the lines of the Indian Tram-
ways Act No.XI of 1886; or, if this -
has been superseded by any more re-
cent Act, it is requested that --
copies of the same may be obtained from
the Government of India for the Durbar.
The construction and working of the pro-
posed tramway will be regulated accord-
ing, to the provisions contained --
therein.

3. As the Mining Syndicate are
anxious, for reasons already given in
my previous letter No.175 of 11th -
October 1905, that they may be per- .
mitted to construct the tramway as
'soon as possible, I am to ask ~~that~~ the
sanction of the Government of India -
may be obtained at an early date.

I have the honor to be,

Sir,

Your most obedient servant,



Secretary for Railways,

 Government of Mysore.

1906

(40)

MYSORE STATE RAILWAYS.

No. 3

[Handwritten signature]

From

SECRETARY TO THE
GOVT. OF MYSORE FOR RAILWAYS.

To

The Secretary

*Madras - Mysore Mining
Syndicate Limited, 15
American Street
Madras.*

Dated Bangalore,

Despatched

28/1/06

Enclosure No. 1

SUBJECT.

Sir,

I am desired to
acknowledge the receipt
of your letter dated the
15th instant to the address
of the Dewan of Mysore
requesting to pass early
orders granting permission
for ^{your} the Syndicate to lay
down a light tramway
to connect the Kumsi
Manganese mines with the
main road at the ^{Kumsi} village
and in reply to inform

you that the necessary permission of
to lay down a railed road between the mine & a station
about one mile to the east of Shankaragudda still the
M. S. Government has already been
conveyed in this office letter no. 366 dated
22-1-'06 to the address of your
Managing Director, a copy of which
is herewith forwarded for your information.

I have etc,

W. S.

Secretary Benapur

No. 952.



(42)
BANGALORE.

13th February 1906.

My dear Mr. Hutchin

Your letter No. 380 dated 23rd January 1906, regarding a Steam Tramway from Shimoga Railway Station to the Manganese Mines at Kumsi.

2. Mr. Fraser regrets having to defer approaching the Government of India, and I am writing officially to the Durbar asking them to state definitely the terms under which the concession will be worked, as it will only mean longer delay if the project goes up in an incomplete form.

3. It is advisable in addressing the Government of India that the Resident should be able to say that the Durbar will have introduced a Tramways Regulation before work is actually started.

Yours sincerely
McHutchin

W. McHutchin Esquire,

Secretary to the Government of Mysore,

for Railways.

the Mangalore Branch
Railway in the
Central Provinces.

no. 136

M. W. D. D. D. D.
Secretary for Railways
Government of Mysore

Bangalore
14th February 1906
11264

The Legislative
Branch has been
already urged by
me to take action
in the matter
15.2.06 M.D.

By office
17/2

For perusal. The Indian
Act of 1906 has now been
returned -
all right.
Recd for the
22.2.06

Submitted to the Dewan
of Mysore with previous paper
for perusal and return.

Pending the receipt of
the official reply from the
Residency promised in Para
2 of this D.O. from the Residency
I think it desirable that we
take early steps to introduce
a Tramways Regulation on the
lines of the Indian Tramways
Act No. XI of 1886, and if you
have no objection, I shall ask
the Legislative Department
to move the matter.

I am writing to the Resi-
-dent today to procure from
a copy of the Agreement con-
cluded between the Govern-
ment, the Mangalore Company
and the Bengal-Nagpur
Railway Company for
constructing and working

No. 951

43

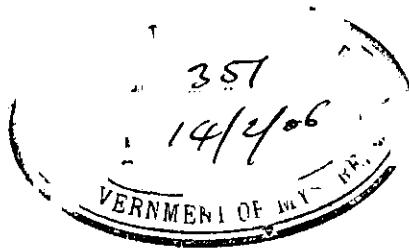
FROM

R. C. H. MOSS KING, Esq., I. C. S.,

FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

TO

The Dewan of Mysore.



Dated Bangalore, 13th February 1906.

SIR,

I am directed to acknowledge the receipt of Mr. McHutchin's letter No. 380 dated the 23rd January 1906, regarding the proposed construction of a Steam Tramway from Shimoga Railway Station to the Manganese mines at Kumsi.

2. The Resident regrets that he is unable, with the information now supplied in the letter under acknowledgement, to approach the Government of India on the subject, and I am therefore to request that the Durbar will be so good as to state definitely the terms/under which the proposed concession will be worked, and to take early steps to enact a Regulation on the lines of the Tramways Act, No. XI of 1886, under which the undertaking can be permitted. A brief description of the proposed tramway should also be furnished.

3. Mr. Fraser will be glad to know of the result of the negotiations that took place between the Southern Mahratta Railway authorities and the Durbar in the matter of a railway sidir from Shimoga to Shunkargudda.

I have the honor to be,

Sir,

Your most obedient servant,

[Signature]

First Assistant Resident.

Pol no 1351 dated 14/2/06.

Forwarded to the Secy to ^{Mr.}
the Govt of H & the Maharaja
of Mysore for Railways.

[Signature]

in 6
13-2-06

Secy Genl H & Dep⁵ of Mysore in continuation
of this office memo no: 136
dated 14th instant. Regarding
Para III, I shall inform
the Presidency that since
the Durbar have declined
to assist the undertaking
with pecuniary help,
the negotiations between
the Durbar and the Southern
Maharatta Railway for the
construction of a branch
line have fallen through.

1364

Yes

und

18-2-06

Managers

Please draft letter to
Presidency accordingly

[Signature]
23.2.06

& 2.11 submitted.

24-2-06.

[Signature]

Secretary for Railways

Govt. of Mysore

Bangalore
15/2/06
11353
16/2/06

190 6

MYSORE STATE RAILWAYS.

No.

422

45

From

SECRETARY TO THE
GOVT. OF MYSORE FOR RAILWAYS.

To

*The Joint Secy to
the Resident in
Mysore*

Dated Bangalore,

14. 2. 1906.

Despatched

Enclosure No.

SUBJECT.

Sir,

Referring to Para
of this office ^{letter} no. 380
of 23rd January/06, re-
garding the proposed
construction of a steam
tramway from the Shimoga
Ry. Station to the Mangalore
Mines at Kumsi
via Channarayana, I am
desirous to request you
will be so good as to
obtain for the Dewan
from the Railway
Board

Board with the Government of India,
a copy of the agreement concluded between
the Government of the Central Provinces
the Mangalore Mines Co and the Bengal
Nagapur Railway Company limited
for constructing and working the Mangalore
Mines Branch Railway in those Provinces
which taken off from the Sharada. Sta of the Bengal Nagapur Ry. near Ramapur
to enable the Durbar to settle their terms
with the Mysore-Madras Mining Syndi-
cate.

I have etc.

W. M. M.

Secretary for Mys.
Govt. of Mysore

190 6
MYSORE STATE RAILWAYS.
No. 1042 (46)

From

SECRETARY TO THE
GOVT. OF MYSORE FOR RAILWAYS.

To

R. C. H. Moss King Esq.
I. C. S.,

18th Asst to the Hon'ble
Dated Bangalore, the Asst in Mysore

Despatched

24-2-06

Enclosure No.

SUBJECT.

Sir,
I am desired
to acknowledge the
receipt of your letter
no. 951 dated the 13th
instant to the address
of the Dewan of Mysore
regarding the proposed
construction of a steam
tramway from the
Shimoga Railway
Station to the Mang-
gancze mines at

Kijimzi and with reference to para 11 of the same, to state that the Govt of the Highness the Maharaja of Mysore have taken the necessary steps to enact a Regulation on the lines of the Indian Tramways Act No XI of 1886.

2. With reference to para 3 of your letter under reference, I am to reply that since His Highness's Govt have declined to render financial assistance towards the construction of a railway siding from Shimoga to Shankar Gadda, the negotiations with the Southern Maharashtra Railway authorities have fallen through.

J. L. Lane & Co.
11. 8. 1895

Secretary to R. L.
Govt. of Mysore

6/11/95
no. 251 8720/11/95

Sent no (32)

No. 7491.

366
22/6/06.

C48

OFFICE OF THE REV. COMR. IN MYSORE,
Bangalore.....20th February.....1906.

FROM

T. ANANDA ROW, Esq., B. A.,

Revenue Commissioner in Mysore.

TO

The Secretary to the Government of His Highness
the Maharaja of Mysore, Railway Department.

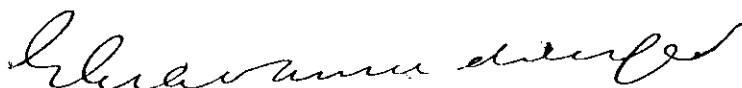
SIR,

With reference to your letter No. 95 dated 25th August 1905, requesting my opinion on the subject of the extension of the Railway from Shimoga to certain Manganese Mines at Sankar Gudda; I have the honor to forward herewith copy of letter No. 219 dated 11th October 1905 from the Deputy Commissioner, Shimoga District, expressing a doubt as to whether there will be enough of traffic to justify the opening of the Railway line in question, and to add that the subject requires further consideration in the light of statistics of traffic as to collecting which it will be desirable that Government should instruct the Deputy Commissioner, sanctioning a small special establishment or a small allowance to existing Police or Sayer establishments.

I have the honor to be,

Sir,

Your most obedient servant,



For Revenue Commissioner.

compd
dist.

1906.

From

T. ANANDA ROW Esq., B. A.,
Revenue Commissioner
in Mysore

To

The Secretary to the Govern-
ment of His Highness the Maharaja
of Mysore, Railway Department.

Dated 20th

Despatched 23 February 1906

Received

No. 7491.

Enclosure No. /

Opining that the question of
opening a Railway line to Shankar
Gudda from Shimoga requires fur-
ther consideration in the light
of statistics of traffic etc..

Submitted to Secy.
— His well known
pending for the Govt
ments. It is
-ately
24/2/06
It is not under
to open a Railway
on the 22nd Nov 1905
to the Railway

Shimoga District,

11th October 1905

647

From

M.S. Narayan Rao Esq.

Deputy Commissioner, Shimoga District.

To

T. Ananda Row Esq. B.A.

Revenue Commissioner in Mysore.

Sir,

In returning herewith the enclosures received with your docket No. 3116 dated 21st September 1905; I have the honor to state that in case the Railway line is taken to Shunkar Gudda, there will be no traffic except what Manganese ore can be exported and timber that the Forest Department will be able to place in the market. This will certainly be not enough to justify the opening of a Railway line. If the line is taken on to Ayanur on the other hand there is a chance of some traffic other than in articles above noted being tapped. Ayanur is an important market and meets the requirements of the Malnad Taluks of Nagar and Sagar, still it is a matter of doubt whether the volume of traffic would make a Railway line pay. I think it is better to wait till the Shimoga Line to its present terminus begins to pay a good return.

I have etc.....

Sd/ M.S. Narayan Rao

Deputy Commissioner,

Shimoga District.

"COPY"



For Revenue Commissioner.



190 6

MYSORE STATE RAILWAYS.

No.

From.

SECRETARY TO THE

GOVT. OF MYSORE FOR RAILWAYS.

To

*The Secretary to the
Govt. of Mysore
Genl. & Revenue
Depts.*

Dated Bangalore,

2. 7. 1906

Despatched

Enclosure No.

SUBJECT.

Sir

*With reference to
late Dewan's remarks
on the Residency D.O.
letter No. 952 dated 13/4/06
regarding the proposed
Steam Tramway from
the Shimoga Ry. Station
to the Manganeshe mines
at Kumsi (copy annexed
overleaf), I have the
honor to enquire as
to what action has
been taken in the Legis-
lative Department -
to*

*"The Legislative Branch has been already
" lay one to take action in the matter"
15. 2. 06. (Sd) P. N. K.*

to introduce a Tramway Regulation
in Mysore on the lines of the Indian
Tramways Act no. XI of 1886. The Madras
Mysore Manganese Syndicate wish
to lay the rails for the proposed Steam
Tramway at an early date but I am
afraid that they cannot be permitted
to do so in the absence of the above
Regulation.

I have etc:

H. J. P.

Secretary for
Govt. of Mysore

No 13/5



CSB

Bangalore,
8th July 1906.

Dear Sir,

I am desired to state that the Tramway Regulation has been approved of by His Highness the Maharaja and will be published in a few days.

The Dewan desires that the disposal of the question of the Tramway between Shimoga and Kumsi may now be expedited and a reply drafted to the Residency letter No.951 of 13th February 1906 on the subject. The Dewan wishes that a note on the present position and prospects of the Manganese industry in Shimoga, in connection with which the tramway is proposed, may be obtained from the

Extract
Lamb. to
Secy. Govt.
Dep. Secy.
9/7/06

Geological Department and incorporated with the reply
to the Residency letter.

yours truly
C. S. Balasundaram

Under Secretary on duty
with the Dewan.

W. Mc Hutchin Esqre.

Left order to be resubmitted
under the Transwag
Kapulation 1951. Original
submitted to Sec and
for approval.

Let me have a copy
of the Residency letter
no: 951 of 13-2-06 to
draft a reply.

Extract sent to Sec.
Geo. Dept: as requested.

9/7/06

Ex tract from No 13/1,
dated the 8th July '06, from
the Under Secy: on duty with the
Honour of my Lord to the Secy: to
the Govt of my Lord for Railways.

The Honour wished that a
note on the present position
and prospects of the manufacture
industry in Shimoga in connec-
-tion with which the tramway
is proposed may be obtained
from the Geological Dept.
and incorporated with the
reply to the Residency letter,
asking him to obtain the ap-
-proval of the Govt of India to
the construction of the tramway.

No: 17 of 9th July '06.

The above extract is
forwarded to the Secy: to Govt
of my Lord, Geological Dept.
for favour of an early reply
of Secy: to the Honour
for the Secy: to Govt.

No. 3
Serial
RAILWAYS.
MYSORE P. W. DEPT.

TO THE DEWAN OF MYSORE
FOR SANCTION.

Proposed construction of a
Steam Tramway from the Shemoga
Railway station to Kumsi Manganese
Mines, Shemoga District.

Since His Highness the Maha-
raja of Mysore has sanctioned the
introduction in Mysore of a Tramway
Regulation based on the lines of
the Indian Tramway Act of 1886, I
submit for your approval a draft
ordered to be issued under that
Regulation to regularize the
concession to be granted to the
Madras Mysore Manganese Mines
Syndicate. This order is prepared
on the lines of those issued under
Notification No. 1808 dated Alahabad
the 18th December 1889, by the
Government of the North Western
Provinces and Oudh, P.W.D.
authorizing the Powyan Steam
Tramway Company to construct a
Tramway in the Shahajahanpur Divi-
sion; but with slight alterations

to

1328
10/7/08

to suit Local circumstances; besides ~~which the present undertaking does not contemplate the carrying of passengers: but only goods, as I understand.~~

My object in seeking your approval to the draft order before hand is to save all possible delay. The Tramways Regulation, I presume, provides that the Local Government can grant permission to any Company for the construction of a Tramway of the kind proposed; and in replying to the Residency Letter No.951 dated 13th February last we need only send him a copy of the said order for transmission to the Government of India for approval, in continuation of our previous letter No.175 of the 11th October of 1905 forwarding the application from the Madras-Mysore Mining Syndicate for the construction of the Tramway.

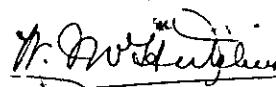
Clause No.27 relating to the levy of Municipal tolls at Shemoga requires settlement in the Revenue Department.

As requested in your Under Secretary's D.O. of 8th instant, I have asked Mr Whetherall to submit a note on the present position and prospects of the Manganesse Industry in Shemoga; and on receipt shall incorporate the same with the reply to be sent to Residency letter No.951 dated 13th

x slip B

slip C

File put up.



Secretary for Railways,
Govt. of Mysore.

Bangalore,

9th July 1906.



Cable Address:
MANCANESE.

Codes used:
A.B.C. 4th & 5th EDITIONS.
LIEBER'S CODE

THE MYSORE MANGANESE CO., LD.

15, ARMENIAN STREET,

MADRAS, 10th July, 1906

From ,

The Secretary,

Mysore Manganese Company Limited.

To,

The Secretary for Railways,

Government of Mysore.

Bangalore.

Sir,

With reference to correspondence ending with your letter No. 584 dated the 23rd. January 1906 addressed to the Secretary ~~our~~ of our predecessors the Madras Mysore Mining Syndicate Ltd. I am directed by the Board of Directors of my Company to formally apply for the sanction of the Government of Mysore for the construction of a tramway (to be worked by steam power) from Shimoga Railway Station to the Company's Mines North of Kumsi in accordance with the plan which was submitted to you with Mr. Hamilton Holmes' letter of the 18th. January 1906.

2. The Survey of the alignment has nearly been completed the remaining portion relating merely to lands of easy gradient ~~to~~ through Government jungles. I understand that you yourself are fully acquainted with all the details of the proposed lines and would therefore ask that steps may at once be taken for

for any approval that may be required from the Railway Board and for any sanction that may be required from the Government of India.

5. It is proposed to use the same class of Engines and Wagons as those which have already been passed by the British Government for the lines constructed in the Central Provinces for the development of the Manganese industry there and such plant is expected to be landed by the end of this year; so it is essential that the construction of the necessary earth work for the line should be commenced as soon as possible. The line would be used purely for the Business of the Company.

4. I have the honor to report that the tramway from some of the mines to the main road already sanctioned by your Government has been completed and is now in working order. It has been found however that the system of tramping by hand labour is extremely unsatisfactory and dilatory and I am directed by my Board therefore to ask for sanction to use Steam Power for the purpose of running the trolleys on such tramway which runs entirely through the Government jungles so no question of any private interests can in any way be concerned. Any conditions which Government may consider advisable for the safe use of the Engines will of course be immediately complied with.

5. As this latter question is a simple one I would ask that the matter be placed before the Durbar for its sanction as soon as possible. Mr. Hamilton Holmes one of our Directors has been requested by the Board to kindly interview you on the subject as well as on that of the future line to Shimoga.

I have the honor to be,

Sir,

Your most obedient Servant,

THE MYSORE MANGANESE Co., Ltd.

SECRETARIES & MANAGING AGENTS,

THE ANGLO-INDIAN TRADING Co., Ltd.

J. M. L. S.

Attorney,

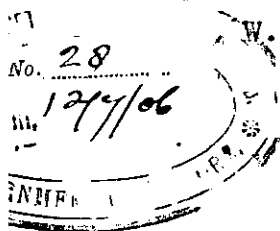
No. 67 / 2420-05-4

From

K. S. Chandrasekhara Aiyar Esquire, B.A., B.L.,

Secretary to the Government of His Highness
the Maharaja of Mysore, Genl. and Rev. Dept.

To



W. Mc Hutchin Esquire, M.I. C. E.,

Secretary to the Government of Mysore for Railways.

Dated Bangalore, the

12th July 1906.

General and
Rev. Secre-
tariat.

Sir,

With reference to your letter No. 639^X dated the
2nd July 1906, enquiring what action has been taken in the
Legislative Department to introduce a Tramway Regulation
in Mysore, I am directed to inform you that the Draft
Mysore Tramways Regulation has received the approval of His
Highness on the 7th July 1906 and will soon be promulgated.

I am also to communicate the Dewan's orders that
the file relating to the Tramway between Shimoga and Kurisi
may be disposed at an early date.

I have the honor to be,

Sir,

Your most obedient servant,

Warrant Dewan's reply

no notes - no - 3 +

of 9th 112th July 07

ch -

Yes Mr

For Secretary.

MGCPB-5,000-16-2-05

mi.

157

Letter dated 10th July 1906 from the
Secretary, Mysore Manganese Company
Limited to the Secretary for Railways,
Government of Mysore.

No: 7
encl

Submitted to the Dewan of Mysore
in continuation of this office note
No: 3 of 9th instant.

From par 1 of the above letter
it is understood that the Madras-
Mysore-Mining Syndicate have sold
the Manganese business at Kumsi,
Shimoga District, to the Mysore Mangan-
ese Company Limited.

In their present letter the new
Company ask for our sanction to the

(i) Construction of a Steam tramway
from the Shimoga Railway Station
to the Company's Manganese Mines
north of Kumsi (Paras. 2 and 3 of the
letter)

and (ii) to use Steam power on the
tramway already constructed by them
from some of the Mines to the Main

Road (Paras 4 and 5 of the letter), evidently
at Kundsi.

I have not heard anything
further about the Mysore Tramway
Regulation; and until this is forwarded
to the Resident for approval of the
Government of India, I do not think
I can well approach the former to
move the latter to give their consent
to our conveying sanction to the con-
struction of the tramway and ^{to} use
Steam Power.

N. W. Hodgkin

Secretary for Railways
Government of Mysore

D

Bangalore
12th July 1906

Office, Mysore Mangalore Co Ltd

2 Cunningham Road

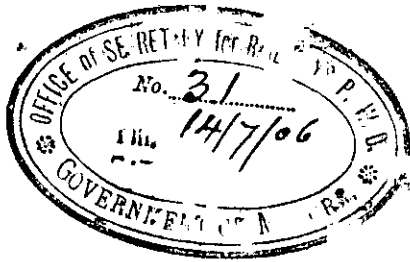
Bangalore
July 13th 1906. (59)

From

Mr W. J. Hamilton Holmes

Director,

Mysore Mangalore Co Ltd



To

The Secretary for Railways

Government of Mysore.

Bangalore.

Sir,

I have the honour to request that the name of the Mysore Mangalore Co Ltd may be substituted for that of the Madras - Mysore Mining Syndicate Ltd in the draft of the agreement you showed me yesterday.

I attach a private letter from Mr Sutherland our acting chairman to the same effect.

He committed today:

have passed a resolution
which he made
draft order.
is from the
Yes. But Mr Sutherland
drafted for a copy of the
draft agreement. also: His count
He sent with the person
submit to me.
WJH
7-06

I have the honour to be

Sir

Your most obedient servant

W Hamilton Holmes

Director, Mysore Mangalore Co Ltd

Serial
No.

Memo. about the proposed Draft order
in connection with the Madras. Mysore
Mining Syndicate's Tramway in Shimoga

1. The application is one falling under Section 4(1)(b) of the Tramway Regⁿ. and requires the consent of the local authority and the road authority. As the proposed tramway passes over a portion of the Bangalore-Honnavar road (a provincial road) and passes through the Shimoga Municipality, the road authority is ^{not in the} the P. W. Dept and the local authority is the Shimoga Municipality. The consent of the road authority may perhaps be presumed, but the consent of the Shimoga Municipality has to be obtained before the application can be considered and the draft order published. In the absence of any rule prescribed under Section 4(2) [vide def. 3(15)], a resolution of the Shimoga Municipal Board concerning the application is necessary.
2. The draft notification is not of a final order under sec. 6(3), but of a draft order under sec. 6(1). The preliminary portion of the

Serial
No.

draft may therefore be altered as follows:-

"It is hereby notified that an application has been made by the Madras Mysore Mining Syndicate Ltd. with the consent of the Govt. of His Highness the Maharajah of Mysore, and of the Municipality Board of Shimoga, under sec. 4 of the Mysore Tramways Regⁿ II of 1906, for an order authorising the construction of a Tramway from the Shimoga Railway S^t. on the Princ. Shimoga Railway ~~to~~ ^{near ~~at~~ Kengeri} ~~the Mangalore mines to the Mangalore~~ ^{mines, near ~~the~~ ~~Shimoga~~ ~~junction~~} the following draft of a proposed order is published for the information of all persons interested. Any objection or suggestion which any person may desire to make with respect to the proposed order will, if submitted to the Govt. of H. H. the Maharaja, ~~within the~~ on or before the 1906, be received and duly considered.

"Draft Order."

"Draft of an order proposed to be made under sec. 6 of the Mysore Tramways Regⁿ, 1906 by the Govt. of His Highness the Maharaja of Mysore authorising the Madras Mysore Mining Syndicate, Ltd. to construct a tramway

The name of the
of Govt. of Mysore"
perhaps be
inserted as the
ord. authority"
To be inserted after
consent of the Board
obtained.

The Draft Notifⁿ mentions
"Mysore via Agamur":
from the ~~sketch~~ ^{map} furnished
in Holmes + the appl^s
appears that this is not
correct. The proposed
way does not go
to Agamur".

Serial
No.

in the Shimoga District of the Mysore Province".

3. The draft notf. has the words "with the previous sanction of the Governor-General in Council" after the words "by the Lt. Govt. of H. H. the Maharaja of Mysore" in the above clause. This is obviously copied from the order published by the Lt. Governor of the N.W. Provinces in connection with the Powayam Steam Tramway Co., on which the present draft order is based. But, while ~~out~~ the Indian Tramway Act provides [Sec. 4 (1) proviso] that an order of the Local Govt. requires the previous sanction of the Govt. of India, our Tramways Regt. has no such proviso.

These words may therefore be omitted from the draft order. But it must be pointed out that the correspondence between the Secretary for Railways and the Residency has always contemplated the approval of the Govt. of India ^{obtained} being.

4. Section 5 of the draft notf. has the words "and in accordance with the plans and sections deposited for the purpose of the order." The file does not show ~~that~~ plans and sections have been deposited.

see also 39.

rely depart-
er, ~~at~~ but
the point
of entering
24. W

Serial
No.

No rules about depositing plans and sections have yet been made under sec. 24 (1)(d) of the Regt. but plans and sections appear to be necessary: The Syndicate may be asked to furnish them before the draft order is published.

5. The last words of ^{sec. 4 of} the draft Notf. are as follows:-

"with the consent in writing first obtained of the Govt. of H. H. the Maharaja of Nepal and the Engineer aforesaid" i.e. the Chief Engineer of Nepal. If the consent of Govt. is obtained, the consent of the Chief Engineer being separately obtained is obviously unnecessary. The Poyanur Steam Tramway Company order has ~~in this place~~ ^{instead} the words "with the consent in writing first obtained of the local authority and the Engineer aforesaid". These ~~may~~ words may be substituted.

6. Section 9, para 2 of the draft Notf., ^{unrevised} contemplates the Govt. ordering or permitting interference with telegraph lines. This may be obviated by the insertion of the words, "and to the Supt. of Telegraph offices, or to any other officer" in line 10, in place of the words "and

in line 13, the words "in the case of a telegraph line to the Supt. of Telegraph offices"

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No.

omit reference to
the case of the
Telegraph Office
in the draft
order

branch office", and the insertion of the
word "the Dept. of Telegraph offices" ~~between~~
~~"Trams" and "Roads" in line 22.~~
after "the purpose" in line 25.

7. In lines 9 and 10 of section 18 of the draft
notf. for the word "on side of ^{said} the road",
~~may be substituted~~ the word "on that
~~side~~ ^{portion} of the road on which the rails are
laid" may be substituted

8. If the tramway is not intended to convey
passengers, the word 'passenger' may be
omitted from section 20 of the draft notf.

9. The prohibition in sec. 21 of the draft
notf. against carrying dangerous goods
goes beyond the provisions of the Ref.
Section 16 of the Ref. only lays down that
the promoters shall not be compelled to
carry dangerous goods on account of
the public, but there is no object in
prohibiting the company against carrying
dangerous goods belonging to ^{itself} ~~the company~~.
For instance the company may wish to
carry kerosine oil for its own use.
Some articles classed as "dangerous" may
be actually required for mining purposes.
~~Following~~ ^{On} the lines of the Poyrayam Steam
Tramway Company Order (S. 22), I would

is he retained -
h

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No.

be substituted
suggest that the word "the following articles"
for "the promoters shall not carry the following
articles" in lines 1 & 2 of sec. 21 of the draft
notfn.

10. Section 7(1) of the Regt. requires that
the order "shall specify the time within
which the tramway ^{shall} be commenced
and the time within which it shall be
completed and opened for public traffic".
This is imperative.
A clause regarding these particulars
may be inserted before sec. 11 of the draft
notfn.

11. The letter of Mr. Norton, Chairman of the
Syndicate dated the 23rd Novr '05 to the
address of the "Chief Secretary" (no 22
in the file) distinctly intimates that the
tramway is not intended to be 'private',
carrying only the syndicate's goods, but
will be public and will carry "Bamboo,
Timber and Forest Produce" for the Govt.
or for the public. It may therefore be perhaps
be advantageous to insert a clause regarding
the levy of ~~freight~~ ^{freight or toll} for freight or toll
on the Regt. limit [Vide Sec. 7 (2) (c)]. This
however is not a very important point.

12. The order should, I think, contain a clause
limiting on the liability of the promoters, on

unnecessary
/

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the requisition of the Govt, from time to time to adopt and apply such improvements in the tramway, the carriages, ~~the~~ fittings, apparatus, and appliances, as the Govt. may consider necessary or desirable for the safety or convenience of the public. [vide sec. 7 (2) (g) + (v) of the Regl. and ~~see~~ the last sentence in sec. 20 of the Poyan Steam Tramway Company Order].

Meeting

19.7.06

I have gone over the draft notice with Mr. Nathan, & entirely agree with him in the views & suggestions he has expressed above.

The papers will now be circulated to the Councillors.

21.7.06

I think the draft may be approved with the alterations suggested above in the underscript & modified by the Secy's marginal remarks -

2 The necessary ^{resolution} ~~provision~~ of the Shriang Municipal Board may be called for above - And also the plans ~~and~~

① The para 1 of the above note -

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No.

⑦
interparat
of the above
note

and seeking to be deposited
(with the Chief Mgr presumably).
But the publication of this draft
need not await these prelimina-
ries - The order authorizing the
tramway will be finally issued
only after these preliminaries
have been complied with -

[Signature]
24 July 06

27/
24.7.06

In their Secretary's letter
of 10th July 1906, the Mysore
Manganese Company
have stated that the
tramway "line would be
used purely for the busi-
ness of the Company".
This supersedes Mr
Norton's letter of 23rd Nov
1905 in which it was
stated that the tramway
was not intended to be
"private" carrying only the
Syndicate's goods, but
would be public, carrying

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Bamboos, timber and fresh produce for the Govt or for the public. The necessary alterations should be made in the Draft accordingly -

One fact should be made clear, that is, that the tramway is a 'private' one and not intended for the use of the public. In the latter case, every precaution will have to be taken for safeguarding the public interests.

We should get a substantial rent or hire for the use of the road by the Company.

The provision of the rule regarding 'dangerous goods' is unnecessary & may be omitted. W. H. Cunningham

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No.

For facility of reference the alterations proposed in the draft maybe kindly shown therein or in the margin the in red ink ^{or preferably another copy put up} & the papers sent up for the Dewan's ~~side~~ perusal.

Subm^d to Secy.

CSB

2677/56.

The alterations proposed in the draft are incorporated in red ink in a typed copy. Another typed copy (without the alterations worked in) is also put up.

The suggestion that a substantial rent may be levied for the use of the road reminds me that it is necessary to insert clauses regarding the following matters:-

- (1) The conditions under which spot waste (assessed & unassessed) ^{land} maybe used for the purposes of the tramway and
- (2) in particular the conditions regarding land wanted in the State Tracts where the line probably passes.
- (3) Protection against fire in State Tracts.
- (4) ~~The liability of the promoters to make crossings wherever rights of way~~

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(4) a condition ^{it} that the tramway shall ~~not be fenced, or if it is fenced,~~ but the promoters will be liable to have crossings at such places as may be ~~indicated~~ the Deputy Comr may consider necessary.

If the Secretary approves, additional clauses regarding these will be drafted and put up; but as regards points (2) & (3) it will be necessary first to consult the Conservator of Forests.

The letter of the 10thth July 1906 from the Mysore Mangalore Co's Secretary does contain the st. that the line would be used purely for the business of the Company, but ~~it~~ altho' the present intention of the Company is not ~~doubt~~ to ~~be~~ undertake public work, there does not seem to be any necessity to specially restrict the operations of the tramway. If it is intended to ~~entirely~~ prohibit the Company from acting as public carriers the ~~sections~~ regarding "dangerous goods" will be unnecessary and a few modifications will be necessary in some ^{other sections} ~~parts of the~~

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No.

As regards the question whether the sanction of the Govt. of India has to be obtained before permission to construct the ^{new} railway can be given, I have found the following papers which have some bearing on the subject of Railways:-

1. Residency letter no. 529/382-90 ^{of 10.2.94} communicating the sanction of the Govt. of India to the introduction of the Railways Regt.
 2. G. of India, Imp. Dept. letter No. 1171 of 20.9.8
 3. Residency letter no. 1665/341 of 12.10.81.
- The last letter contains the stth that "Act IV of 1879, the Railway Act, is already in force in Mysore; but it will be necessary to introduce distinct provisions declaring the sanction of the Govt. of ~~India~~ General of India in Council necessary to the opening of new portions of the line". No such distinct provisions appear to have been added to Act IV of 1879 as is in force in Mysore, or were incorporated in Regt. the Mysore Railways Regt IV of 1894. The only ~~existing~~ restrictions at present existing as regards Railways are these

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p. 105 A

mentioned in para 4 of the Residency
letter no 529, referred to above as (1).

All these three papers refer to railways
and not to tramways. In the Mysore
Railways Regl a tramway is defined
as what is constructed under the
Indian Tramways Act, 1886 or any special
law relating to tramways. ~~The~~ Our
new Tramways Regl. is an adaptation
of the Indian Tramways Act of 1886.

Now, Sect. 127 of the Railways Regl. declares
that the Govt. may extend the Railways
Regl. or any part of the Regl. to any
tramway worked by steam or other
mechanical power. It is thus seen
that a clear distinction is drawn
between railways and tramways.

None of the provisions of the Railways
Regl. have been extended to tramways
and the Residency has never asked
us to do so: and in communicating
the ~~the~~ permission of the Govt. of Madras
to the introduction of the Railways
Regl. the Residency has not inti-
mated that there would be any
restriction of the powers of Govt.
in the matter of tramways.

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No.

Lastly, apart from ~~these~~ questions the purely legal point of view, there can in the present case be no reason why the sanction of the Govt. of India should be applied for, as the proposed railway does not in any way adversely affect the interests of existing railways and does not divert traffic from its ordinary course.

It is unfortunate that communications from the Secretary for Railways addressed to the Residency should have referred to the previous sanction of the Govt. of India, ^{being required} this is a matter for consideration whether it would not be desirable to direct that all communications ^{from all the Sects} to the Residency should pass through the G. & R. Sect. so that the political ~~be~~ ^{be} ~~are~~ ^{are} bearing of every question may receive careful examination.

As regard permission to use steam power on the existing railway from near Mandarhuda the Govt.

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No.

Kumri; it will be seen that the draft order prepared by the Chief Engineer refers to the entire tramway from the Shimoga Railway Stn. to the mines near Kumri. This draft order allows the use of steam-power and also mentions the conditions under which such power can be used. ~~At the same time.~~ It is true that ^{part of the} ~~the~~ tramway ~~has already been laid~~, over which ~~for~~ steam power is to be immediately used has been already laid, but the Mining Syndicate's Secretary in his letter dated 10th July formally applies for sanction to construct a tramway (to be worked by steam power) from Shimoga Railway Stn. to the Company's mines "North of Kumri". This ~~application~~ includes the portion of the tramway that has already been constructed on an informal sanction given before the passing of the Refr.

There will therefore be no objection to the use of steam power being permitted after the objections to the draft order have been considered.

Secy

by
4.8.06

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No.

Part of this line has, it is understood, been already laid under an informal sanction. But the promoters were not in formal sanction for the whole line. ✓

The draft. ^{10/11/04}, embodying in red ink such corrections as are considered needed by the Legislative Dept., with regard to the proposed Shui-ka-humai tramway, is subd for appl.

The consent of the Municipal Board of Shui-ka-humai has to be obtained, for the appln of the provisions, as required by Section 4 of the Act.

In regard to the terms conditions subject to which the tramway line is to be allowed to ~~run~~ pass over State & other streets, & assessed & unassessed waste land, a reference may be made to the Circular of 1st Feb 02 to the Revenue Comr, unofficial to same time.

There is nothing in the records of this Sect. to show that the sanction of the Govt of India is required for the opening of a tramway under any circumstances. But as recent communications

Whether it is limited by street & houses or otherwise. ✓

NOTE—Contn. sheet

Serial
No.

to the Residence from the S.W.
sect. as some the necessity
for such sanction, perhaps it
would be expedient to consult
the ~~with~~ the Resident before
the final order of permission
is granted to the Company.
In further info on the point
please see Mr. Maitland's note.

1727

7/8/06

Dewan

J. J. J.

190
MYSORE STATE RAILWAYS. (60)

No.

From

SECRETARY TO THE
GOVT. OF MYSORE FOR RAILWAYS.

To
W.T. Hamilton-Homes, Esqr.,
Managing Director,
Mysore Manganese Coy. Ltd.
Dated Bangalore,

Despatched

Enclosure No.

SUBJECT.

Sir,

With reference to the request contained in your letter dated the 10th instant, I have the honor to convey the sanction of the Govt. of His Highness the Maharaja of Mysore to the use of steam power on the tramway already constructed by your Company from the Manganese Mines near Kumsi to the main road at a point between the 186th & 189th mile stones.

I have etc, etc,

Secretary for Railways.

Urgent
no 41
Submitted to the Dewan of
Mysore for approval before issue.
This is under the Tramways Regulation recently introduced.

I would point out that we should at once enter into a formal agreement with the Company as to the conditions under which they are to work the tramway under the Regulation: and I would ask you to expedite the disposal of the draft agreement forwarded by me to you with note No. 3 dated the 9th instant.

W. T. Hamilton-Homes
Secretary for Railways.

25th July 1906. Mh

(X) Submitted to the Dewan of Mysore with this office note No. 7 of 12th July '06.

W 66



Bailgalore
27 July 06

My dear Mr Chandrasekhara
Iyer,

I send herewith a draft
order from the Railway Secy
re use of steam on the
tramway already laid
in Kumbi. I do not
know if the permission
of the Govt of India has

to be obtained before a
Steam tramway can be
permitted to be run, and
the Dewan wanted this
point to be carefully
looked into before an
order is issued as
proposed by the Ry Secy.

So far as I can
see there appears to be
no limitation of the

power regarding Railways
in the instrument of
transfer, ~~there~~ out 15
only provides that the
State grant free land
to Railway which the
British Govt may not
be able to give about
Railway in connection
with the existing
section to the Railway,
it about Railway, it
seems to be sufficient

& constant.

and ^{assumed} ~~admitted~~ that no
Railway can be built
in Mysore without the
Consent of the Govt. of
India. Perhaps this
view is correct, but
it seems desirable to
know exactly on what
legal ~~base~~ or Constitu-
tional basis it is
founded. The question is



(61)

important as it turns
up frequently.

I am not sure if
the Railway Secretariat
people are clearly aware
of the legal aspect of
the ~~case~~ matter & we
cannot expect an
authoritative opinion
from them.

As desired by the Director
I ~~the~~ send you the
Reg Secy's note for exam-
ination in the Just Branch

Re Shimoda train wo-
rkers ~~with~~ the Director
wanted a copy with
showing the amendment
proposed by you & the

* concerned in light

Comments.

I shall therefore be
obliged if you will

have another copy

made with amendment -

insert 'Sharia ~~the~~ ~~the~~
inserted therein in red ink

Yours sincerely

CS/Beccarundancy

5-
Mthar

No 11
E A R L Y .

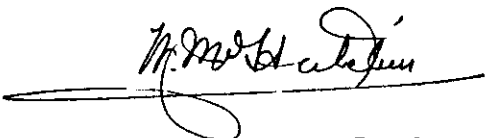
GOVERNMENT OF MYSORE RAILWAYS.

MYSORE P. W. DEPT.

TO THE DEWAN OF MYSORE
FOR SANCTION.

I should be much obliged if you will return at an early date, with your approval, the draft -- letter (submitted with note No. 41, dated 25th ultimo) to Mr. Hamilton Holmes, Managing Director, Mysore Manganese Company Limited, conveying the sanction of His - Highness' Government to the use of Steam power on the tramway already constructed by his Company from the Manganese Mines near - Kumsi to the main road at a point between the 188th. and 189th. -- mile stones.

The matter seems to be urgent, and Mr. Hamilton Holmes is pressing for sanction.


Secretary for Railways,
Government of Mysore.

Bangalore,

6th August 1906.

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent records.]

64

D.P.W. and Railway Secretary's
note No.11, dated 6th August 1906.

-o-o-o-o-

Under the Tramway's Regulation,
the consent of the ^{municipal} Shimoga Board will
have to be obtained before the permis-
sion asked for is formally granted. As
the proposed tramway runs through State
forests and assessed waste lands, the
Conservator of Forests and the Revenue
Commissioner will also have to be con-
sulted as regards the terms for the
grant of the land. The Secretary for
Railways will please take the neces-
sary action on these points.

12/8/06

N. B.—Should routine notes be written on small
Slips, the notes must be copied, or slips
pasted on this form.



No. 4543. Enclosure

FROM

P. J. Moore Esquire, I. C, S.,

Offg: FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

66

To

The Dewan of Mysore.

Dated Bangalore, 10th August 1906.

SIR,

With reference to Mr. McHutchin's letter No. 422, dated the 14th February 1906, I am directed to say that the agreement concluded between the Government of the Central Provinces, the Manganese Mines Co., and the Bengal-Nagpur Railway Co., Ltd., for constructing and working the Manganese Mines Branch Railway in the Central Provinces, not being on record in the office of the Railway Board, the Resident addressed the Secretary to the Chief Commissioner, Central Provinces, a copy of whose letter No. 6256-G, -124-87, dated the 30th July 1906 (with a copy of its enclosure) on the subject is herewith forwarded for the information of the Durbar.

I have the honour to be,

Sir,

Your most obedient servant,

[Signature]

Offg: First Assistant Resident.

wanted to the Secy to the
Govt of Mysore for information

[Signature]
Secy Genl to Govt
10-8-06

Letter No. 6256-G/124-87, dated the 30th July 1906, from the Secretary to the Chief Commissioner, P.W.D. Central Provinces, to the Hon'ble the Resident in Mysore, Bangalore.

65

With reference to para 2 of your letter No. 1874, dated the 22nd March 1906, and subsequent reminders to the address of the Secretary to the Chief Commissioner, Central Provinces, Revenue Department, on the subject of Manganese Ore, I am directed to forward, herewith, a copy of this Administration's letter No. 922/124-87 dated the 30th January 1906, addressed to the Manager, Central India Mining Company, Kamptee, in which permission has been granted to lay a temporary tramway from Tumsar to Katangi on certain conditions and to state that eventually the Bengal Nagpur Railway will construct and work a branch line or two from the main line to serve the Manganese deposits near Ramtek and Katangi, and the present private Tramways will be taken up when the Bengal Nagpur Railway have constructed the Branch lines.

2. I am to add that the new Branch lines will be constructed under the sanction of the Railway Board in the ordinary way and that no agreements exist between the Local Administration, the Bengal Nagpur Railway and Central India Mining Company for constructing and working these proposed Branch lines.

-----oOo-----

E N C L O S U R E.

Copy of letter No. 922/124-87, dated, Nagpur, the 30th January 1906, from the Secretary to the Chief Commissioner, Central Provinces, Public Works Department, to the Manager, Central India Mining Company, Kamptee.

--O--
↓

With reference to correspondence on the subject of the proposed temporary tramway from Tumsar to Katangi and your Manager's (Mr. Coggan's) statement to the effect that your Company had on the 10th January 1906, collected 30 miles of rails and 5 mile of sleepers in anticipation of the Local Administration's sanction to the above temporary tramway; I am directed to state that in the

above

above circumstances the Chief Commissioner has been pleased to grant you, as a favour, the necessary permission to lay the above temporary tramway, as requested; and to allow you to use the side of the road from Tumsar Railway Station towards Katangi for a distance of about 24 miles and to utilize the bridges on the Tumsar-Katangi Road on the distinct understanding that you agree and bind your Company to immediately desist from working the above temporary line, and to dismantle the same within six months, from the date of order, if required to do so by the Local Administration; and that should any of the bridges be considered not sufficiently strong to admit of the running of your tramway over them, your Company shall strengthen them in such manner as may be directed by the Local Administration, and shall be responsible for all damage done to such bridges by the passage of your Company's vehicles.

2. These conditions, the Chief Commissioner considers, absolutely essential in order that, in the event of the construction of a railway being undertaken, the rights and earnings of that Railway should, in no way, be interfered with or infringed.

-----oOo-----

C O P I E S.

H. S. Tirumalai aiyangar

Registrar,

Resident's Office.

g.d.

MYSORE STATE RAILWAYS.

No. 45743

From Resident.

To, SECRETARY TO THE
GOVT. OF MYSORE FOR RAILWAYS.Submitted to Secy

Dated 10/ August '06

In the above letter no.

422 of 14-2-06, the Resident

was asked to obtain for the

Government copy of the

agreement concluded between

the Central Provinces, the

Bengal Nagpur Railway ^{Company}

the Mangalore Mining

Company for constructing

+ working the Branch Railway

in those Provinces to

enable the Government to

settle these claims with

the Mysore Mangalore

Mining Company for working

the proposed branchway from

Rhimajee Ry Station to

Humsa Mangalore mines.

From this recent communication

it will be seen that

no such agreement is in

existence in those Provinces

Hence it will be recorded

pending submission of the papers

on the subject now with the

Demand - 13/8/06

Dated Bangalore,

Despatched

Enclosure No. 2.

SUBJECT.

Forwarding a copy of
letter no. 62569/124-87
of 30th July '06 from the
Secretary to the Chief Com
Central Provinces stating
that no agreement exists
between the Local Admini-
stration, the Bengal Nagpur
Railway + Central India
Mining Company for
constructing + working
the branchway lines in
those Provinces.

Railway Secretariat
Govt. of Mysore.

No. 88

To

W. T. Hamilton Holies
The Director.

Mysore - Mangalore
Company Limited,
Bangalore.

No. 88
date 16/9/06
Gm. P. S. S. S.

Sir,

With reference to
your Company's Secy's letter
dated 10/9/06, duly apply-
ing for the formal
sanction
of the Government of
Mysore (1) for the
construction of a steam
tramway from the
Chinnaya Railway Station
to the Company's mines

North of Kurose and
(2) ~~has~~^{to} using steam
power on the tramway
already constructed by
your Company from
some of the mines
to the main road at
Kurose, I have the
honor to forward herewith
a copy of the Myrone
Tramway Regulations
II of 1906. According to
this Regulation the procedure
to be followed is that
the Company should first
obtain (1) the permission
of the District Board
Shimaga to construct
the tramway + (2) the
consent of the Shimaga
Municipality to take
it through the Shimaga

town and to use the
 road and the bridge
 within municipal
 limits, having obtained
 there the Company
 should apply to
 (1) the Revenue Court,
 in dispute (2) the
 Conservator of Forests
 in dispute as to the
 lands on which they
 would graze the
 land required for the
 highway. After
 obtaining all these
 permits the Company
 should apply to the
 Office for the formation
 sanction of Government
 to construct the
 highway. (Please consult)

In this way you would save a
 deal of time in unnecessary
 correspondence with the office.
 At the same time as I am writing
 you the Forest Section of Govt
 & the Conservator's Section of Govt
 are working. I will forward for you
 signature copy of the Agreement
 drawn up under the Highway
 Act.

take ~~the~~ necessary action
in the matter.

2. In sending up
your application to
Government I will say
that the P. W. Depart-
-ment have no objection
to the Company using
the Junga Bridge at
Shimaga which is amply
strong enough &c.

I have &c,

H. D. M.

Secretary for P. W.

16/8/06

7140.

M.G.D. 12]
P.

MYSORE GEOLOGICAL DEPARTMENT.

DATED BANGALORE, 20th August 1906.

No. 433
Encls 4

(28)

From

E. W. WETHERELL, Esq., A.R.C.S., F.G.S.,

Offg. Secretary to the Government of H. H. the Maharaja of Mysore,

Geological Department.

To

W. McHutchin, Esquire,

Chief Engineer in Mysore.

Sir,

In compliance with your Memo No. 17, dated 9th July 1906, I have the honour to forward herewith a note on the Manganese industry in Mysore.

I have the honour to be,

Sir,

Your most obedient servant,

E. Wetherell

Offg. Secretary to Government,

Geological Department.

C.N.

No. 16

Submitted to the
Dewan of Dargapore.

The file on the
Subject is with him now.

M. D. Subramanian

Secretary for Mys

25/8/06 } Govt. of Mysore.
Bangalore } Bz.

1944
25/8/06

This file has since
been resubmitted
with orders -

ROR
3.9.06.

Recd
7/9/06
7-9-06

Note on Manganese.

J. P. W. 73

Manganese Ores occur in the Shimoga District of the Mysore State in considerable quantity and in lesser quantities or poorer qualities in parts of Chitaldrug and Tumkur. The Shimoga deposits always occur within the area occupied by the Dharwar Schists.

The ores so far recognised are Manganite, braunite, psilomelane, pyrolusite and wad - but most of the specimens are mixtures of one or more of these minerals.

The ores occur

(1) Massive, as distinct beds formed chemically from the leaching out of manganese oxides from manganiferous schist and limestone beds.

(2) Nodular, also of chemical origin - but probably formed under water by segregation as in the case of the Norwegian lake deposits. This form is often associated with laterite.

A great number of applications have been received for manganese in different parts of Mysore and Government closed the Shimoga District until December 1906. The other Districts have always been open.

The deposits in some areas are very extensive and massive and as far as I can estimate there is sufficient manganese ore in the Shimoga District to supply ⁴⁰⁰⁰ ~~4000~~ 5000 tons a month for forty years.

Appended are some notes on the prices of manganese ore, the uses thereof - the licenses granted and the prospectus and reports of the Mysore Manganese Company.

The export of Manganese ore from India in 1905 is 281,735 tons as against 154,829 tons in 1904.

Prices Current.

Up to June 1905 the unit price was 9d, but in the latter half of the year it increased to over 1 shilling and now it is sold at 1sh-1d per unit (50 % ore) 1st quality.
 1ld to 1sh (47-50 %) 2nd quality.
 9 d to 1ld. (40-47 %) 3rd quality.

Uses.

The greater part of the Manganese ore production of the world is used by the steel works in the manufacture of spiegeleisen and ferromanganese. A comparatively small amount of the highest grade is employed in the Chemical Industry (ore over 56 % Manganese) for the preparation of oxygen, Bromine & Iodine, in glass making and for coloring enamels, in dyeing and calico printing, for the preparation of potassium permanganate and other salts of Manganese, as a drier for varnishes &c. It is also used in the vat chlorination process for the extraction of gold; and as a precipitant in the smelting of lead ores in shaft furnaces.

A very interesting article on Iron alloys with special reference to manganese steel is a contribution of R.A. Hadfield to the Transactions of the American Institute of Mining Engineers Volume XXIII; wherein the author mentions the several effects produced by the admixture of Manganese to iron in variable quantities.

The presence of 1.25 % of Manganese gives strength and ductility to the iron. Beyond this limit, if Manganese be added, the iron begins to lose its strength and ductility and at 3.5 to 5 % Mn, the cast iron is brittle. Above 6.5 % the toughness and ductility begins to return and on further addition

of Mn. the alloy is less subject to magnetizing forces. At 13 % the alloy is practically non-magnetic. The malleability ceases with about 22 % of manganese.

The several uses of Manganese steel are -

- (1) Without any tooling ^{it} ~~we~~ ^{be} can put to use castings or forgings together.
- (2) Owing to its fluidity being greater than cast steel, it can be used even to make small wheels, 5 Oz in weight and 1/16 inch in thickness.
- (3) For dredger pins, manganese steel tumblers, saddles, whelps, links, tins, Bucket teeth &c. In grinding and crushing machinery and for elevator links.
- (4) Its non-magnetic property renders it useful for free-ing electrical drawing chains.
- (5) For agricultural implements.
- (6) For wheels in Railway, tramcars &c., and also as axles and tyres. This kind of steel wears well.

Note. Manganese steel is a bad conductor of Heat. It contracts in cooling much more than cast iron steel.

Hardness of Manganese steel as compared with other steels :-

(according to Turner's Sclerometer scale of hardness)

Manganese steel	60
"	80

Silicon steel	20 to 33
Aluminium steel	20 .
Chromium steel.	22 to 43.

Dated Bangalore, }
20th August 1906. }

E. Wetherill

Offg. State Geologist and
Secretary to Government,
Geological Department.

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THE KUMSI MANGANESE MINE,

Shimoga District, Mysore State, India.

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1. *Situation.*—The mine is situated in the Mysore State about 20 miles North West from the Shimoga Railway Station on the Southern Mahratta Railway and is the property of the Mysore Manganese Co., Limited, whose head office is in Bangalore.
2. *Communications.*—From the Railway Station to Kumsi a distance of 16 miles there is an excellent made road which continues to the Garsoppah Falls. From Kumsi to the mines a distance of 4 miles, the road is through jungle and rough though workable in the dry season.
3. *History.*—This Manganese Deposit which is the largest in Southern India excepting that near Vizianagram was opened up by Mr. W. T. Hamilton Holmes in 1905 while prospecting for minerals in the Shimoga District.
4. *Description of the Deposit & Geology.*—The Deposit now being worked is in teak forest and heavy jungle and covers an area of several thousands of square yards. It consists of a bed of conglomerate with the boulders and nodules of Manganese cemented together by a form of laterite clay. The nodules are of all sizes from 1" cube up to 12" while the boulders weigh from 1 cwt. each up to several tons. The prevailing rock is Schist traversed by bands of limestone and quartzite, the latter form the crests of the ridges lying above the Manganese Deposit. The limestone on the ridge above the Manganese analyses

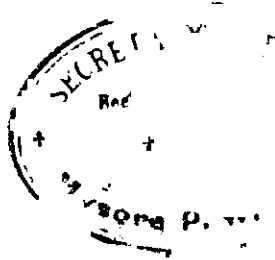
MET. MANGANESE	4.50	%
MET. IRON	6.36	„
ALUMINA	1.01	„

which leads one to suppose that it is the original source of the Manganese and iron now existing in the ore, the limestone having been dissolved leaving the insoluble oxides. What appears to be a defined lode is now being worked the ore is very compact and crystalline and extremely hard with a bright metallic looking-fracture and has analysed as follows :—

		Before drying.	After drying.
METALLIC MANGANESE	... %	55.37	55.69
METALLIC IRON	... %	2.96	2.98
SILICA	... %	.53	.53
PHOSPHORUS	... %	.015	.015
SULPHUR	... %	trace	trace
ARSENIC	... %	nil	nil
COPPER	... %	trace	trace

The London analyst on this particular sample states that it is an extremely fine Manganese ore, like other Indian Manganese ores it is dense and hard but is not likely to give much smalls or absorb moisture in transit.

Most of the ore now being shipped at the rate of about 5000 tons a month is from this source, but several cargoes have been selected from the nodules forming the out-crop which analyse as follows :—



THE MYSORE MANGANESE COMPANY, LD

Report of the Directors to be laid before the Statutory Meeting of the Company to be held on the 7th July 1906.

Under the arrangements made with the Madras Mysore Mining Syndicate, Limited, the Company is to be considered as having taken over the working of the mines as from the 1st March 1906, since which date 16,400 tons of ore have been shipped from Marmagao.

The Company has entered into forward contracts for the supply of a further 28,000 tons of ore, and as soon as the tramway lines from the mines to the road have been completed, the Company will be in a position to considerably increase the output and to enter into further forward contracts.

However, until a light railway is constructed from the mines to Shimoga and the cost of transport thereby considerably reduced, it is impossible to satisfactorily develop the Company's properties to their fullest extent, and the Board is now making arrangements for the construction and equipment of such railway at as early a date as possible, which it is anticipated will be between eight or nine months from the present time.

At present the ore has been despatched from the deposits known as 'Holmes Block' and 'Short's Block,' the tramway working to the latter and being nearly completed to the former. The other blocks known as 'Tuppur Norton' and 'Hajee's Blocks' will now be opened up, and the arrival of the Analyst, who is on his way out from England, will enable the Company to have all the ore from its various properties sorted and dealt with in different grades, whilst the construction of the railway will allow of the Company placing on the market the lower grades of ore, which, owing to the present cost of transport, are not being shipped.

Each of the Directors has visited the mines in the course of the last few weeks and has inspected the progress of the working of the same. Necessary steps have been taken for the proper sanitation of the various camps and for the employment of the labour required.

Unfortunately an outbreak of cholera occurred towards the end of May, which temporarily suspended all labour, but such epidemic has now ceased, and it is hoped will not recur.

The Board is glad to be able to report that on the advice of the Auditor an interim dividend may now be paid to the shareholders on the following scale:—

Rs. 6-4-0 on each fully paid share of Rs. 100 each.

Rs. 1-9-0 on each partly paid share of Rs. 25 each.

Such dividend will be payable to the shareholders who are on the register on this date.

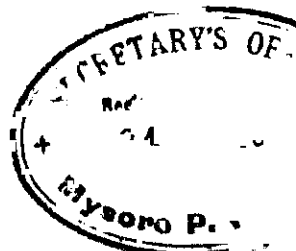
In view of the recent formation of the Company and the difficulties that had to be surmounted in connection with the outbreak of cholera above referred to the Board considers that the result of the working of the Company up to date is satisfactory. The future prospects of the mines will no doubt vary with the state of the Manganese market, but the Board is sanguine that such prospects are in every way promising, and hopes that interim dividends will be available quarterly at the same, if not a higher rate, than that now declared.

7th July 1906.

SUTHERLAND ORR, *Chairman*.

W. T. HAMILTON HOLMES.

HAJEE ISMAIL SAIT.



MYSORE MANGANESE COMPANY, LD.

The First General (Statutory) Meeting of the above Company was held at 15, Armenian Street, Georgetown, Madras, on Saturday, 7th July 1906, at 5 p.m.

The following Directors and Members were present in person :—

Mr. Sutherland Orr,
,, Hamilton Holmes,
,, Hajee Ismail Sait,
,, Yoonus Sait,
,, Rahmtoola Veerjee Sait,
,, W. J. Eales by his Attorney Mr. C. C. Paqualin,
,, J. Milton, and
,, J. Milton for the Secretaries and Managing Agents,

and the following Members by Proxy :—

Major Dewing,
Mr. Hajee Ahmed Sait,
,, Eardley Norton, and
,, James Short.

Mr. Hajee Ismail Sait proposed and Mr. Hamilton Holmes seconded that in the absence of Mr. Eardley Norton, Chairman of the Board, Mr. Sutherland Orr be asked to take the chair. Such resolution being put to the meeting, was carried unanimously, and Mr. Sutherland Orr accordingly took his seat as Chairman of the Meeting.

The Chairman then read the report of the Directors, copy of which is attached :—

Mr. Hamilton Holmes proposed that the above report be approved by the Meeting and a printed copy be sent to each shareholder. This proposal was seconded by Mr. Yoonus Sait and carried unanimously.

A vote of thanks to the Chairman, proposed by Mr. Yoonus Sait and seconded by Mr. J. Milton, terminated the meeting.

SUTHERLAND ORR,
Chairman.

Particulars of licenses granted in Shimoga District
for Manganese or Chromium.

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Taluk.	Extent.	No. of license.	Present holders.
Shimoga	5 Sq. miles.	1	Mysore Manganese Co. Ltd.
Shimoga) Shikarapur) Honnali.)	6 " "	2	Do.
Shimoga	6 " "	3	Do.
Shimoga &) Thirthalli)	4½ " "	17	Do.
Shimoga	1 " "	18	Do.
Shimoga &) Sagar.)	1 " "	19	Do.
Shimoga &) Chennagiri)	12 " "	22	Vizianagaram Mining Co.
Shimoga	3 " "	25	Madras Mysore Mining Syndicate.
Shimoga	4 " "	27	Mysore Manganese Co.
Shimoga	2 " "	28.	Do.

Abstract.

Mysore Manganese Co. holds 29 square miles of land lying in the Taluks of Shimoga, Shikarapur, Honnali, Thirthalli & Sagar.

Madras Mysore Mining Syndicate holds 3 square miles in Shimoga Taluk.

The Vizianagaram Mining Co. holds 12 square miles in Shimoga
and Chennagiri Taluks.

Total $44\frac{1}{2}$ square miles licensed for Manganese or
Chromium.

20th Aug. 1906.

K. Subbarao
Registrar
Govt. Dept.